



**The Chronicle**  
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Phone 61.

## CURRENT COMMENT.

On the subject of disarmament of nations there is a great divergence of opinion. A few days ago Dr. S. Weir, an American thinker and writer, who was the principal guest at the commencement dinner at the university of Toronto, alluded to the absence of forts and cannon along the thousands of miles of boundary between this country and the United States as an example to the nations in the limitation of armaments. More recently a great Russian statesman, M. Nelidoff, at the opening of the Hague peace congress, affirmed that disarmament was sustainable and that conflicts between nations were no more avoidable than conflicts between individuals. M. Nelidoff's words will not be very welcome to those who hope for universal peace and disarmament, but we may find comfort in the views of the Toronto Globe, which alluded to Dr. Mitchell's speech, as follows:

That prince among peace humanists, Dr. Weir Mitchell, expressed at the University commencement dinner his satisfaction at the absence of both forts and cannon along the boundary between Canada and the United States. With this sentiment every humane and rational thinker on both sides of the line will agree. Peace has been maintained between these two countries for nearly a century, and during the long interval there has not been on the lakes a single gunboat belonging to either side. Troops have never crossed the frontier except in the way of friendly intercourse, and every dispute has been settled by friendly arrangement. There is no reason for a war and there is, therefore, no reason why precautions in the way of armaments should be taken on either side.

The example thus set by the maintenance of a defenceless frontier of several thousands of miles is one that ought to influence countries similarly situated in different parts of the world. Especially is this the case with Russia and China, with Germany and her southern neighbors, with Mexico and the United States, and with several of the South American countries. We sometimes hear it said that the best way to keep peace is to be prepared for war. This is not true. A still better way is for two countries to have a common frontier to agree to disarm. There is always danger that a highly armed people will be arrogantly overbearing, and that governments in control of good fighting machines, whether an army or a navy, will feel a secret willingness, if not a positive desire to test its efficiency. When armed forces, and also forts and cannons, are not in existence there is always time to try what can be done by diplomacy and with the beginning of the danger comes the end of the danger. Some day more will be made of the fine example of common sense set by these two adjacent countries.

## THE ALABAMA RECALLED

There died in England last month a man who was a close link with one of the most notable events in American history. George Granville Lancaster of Kilmarnock, Northamptonshire, was one of the eyewitnesses of the famous battle between the Confederate privateer Alabama, and the Federal cruiser Kearsarge. Mr. Lancaster, whose will has been proved for \$655,000, was a son of the owner of the British ship. Destroyed, from the deck of which he witnessed the fight on Sunday, June 19, 1862. The Destroyer picked up fourteen officers and twenty-six men of the Alabama after she sank and took them into Southampton, and one of the most authentic and interesting accounts of the fight is the one written from the log of the Destroyer. The first shot was fired at ten minutes after eleven and the Alabama sank at 12.50.

The Alabama was built at Birkenhead, in 1862. She was a wooden screw steamer of 1,040 tons and carried eight guns, which fired 92 pound shells and shot. The British Government issued orders to detain her as soon as her destination was known, but owing to some legal formalities there was a delay and she now got to the owners of the Alabama so that she barely sailed on June 29, 1862, a few hours before the formal orders for her detention reached the port from London. For nearly two years she roamed over the world, destroying Federal shipping. She had taken her guns and stores

aboard at the Azores, and from the time that she left Birkenhead the British Government were manifestly not to blame for her depredations. Altogether she captured sixty-five United States vessels and destroyed property valued at \$4,000,000. The Kearsarge was fitted out specially to fight her and after a long search all over the world, found her in the harbor of Cherbourg in France in June, 1864.

After the war the United States Government claimed damages, and the matter was arbitrated upon. The arbitrators condemned Great Britain to pay the enormous sum of \$15,500,000 to the United States. The award was given in September, 1872, and only the British sense of sanctity of a judicial award saved a war on the subject. The money was paid. The extravagant nature of the award was fully established when it was found that after paying the damages in full and claims of private persons, all and every, the United States Government had \$600,000 left, which amount remains in the treasury at Washington to this day, as no person with even a plausible pretension claim to it has come forward.—Free Press.

## THE PRINCE AND THE UNITED STATES

The journeying through of Canada of Prince Fushimi is giving our people an opportunity to show how highly they esteem the Japanese people and their ruling family. This, however, will be quite the line of the expected. Canada is British, and our inclinations run in harness with our diplomatic duty. All over the British Empire, the alliance with Japan is popular, and no one who has taken any pains whatever to acquaint himself with the international situation can doubt that it is good statesmanship.

It is a pity, however, that the Prince cannot include the United States in his trip just at this juncture. If he were to appear in any American city east of the Rockies, it is safe to say that his reception would be quite enthusiastic and genuine as it has been in Quebec, and Montreal, and as it will be in all the other Canadian cities he is to visit. The American people gained a great admiration for the Japanese people during the Russo-Japanese war, and nothing has happened outside of California since that date to change their feeling. At a time when superficial observers are predicting the terrible crime of war between these two powers, and when the world is so nearly identical, it would have been a capital national tonic to have seen the Prince of Japan, in Boston, Philadelphia, Washington, and Chicago cheering a Prince of Japan. Such a spectacle would have presented an object lesson in the real feeling of the great mass of the American people at this time. They know that the Californians are wrong, and they are exasperated at their fellow countrymen on the Pacific Coast for getting them into diplomatic hot water with the leader of Asiatic development at this critical period.

This is an occasion, however, upon which the American people can show that they are the masters in their own house. They want peace with Japan, and they ought to realize that they must enforce sufficient national solidarity to make that peace secure by the good behaviour of all their citizens. "States Rights" is a fine doctrine in many ways. The large measure of "home rule" that the States enjoy undoubtedly makes for freedom. But the attitude of a nation toward a foreign people is a national question, if there be any such, and it ought to be the business of the Federal government to take measures to keep the peace as it undeniably is to wage war when that unhappy necessity arises.—Montreal Star.

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## THE FASCINATION OF INVENTION.

All who have devoted time and thought to invention will readily concede that the active exercise of this function of the mind affords a degree of pleasure unsurpassed by any other occupation or pastime. Many inventors have said that the enjoyment afforded by the studying out of an invention is equal to that experienced from the sale of the patent for a large sum. The fascination attending the work of the inventor is readily accounted for. The honorable and enduring renown conferred upon the originator of every great invention warrants universal emulation. Furthermore no other line of effort offers the same chances for great financial returns entailing so small a degree of labor and so little capital.

Throughout the wide range of enterprises no other objective has afforded mankind so great a degree of social and physical pleasure and comfort and profit, as invention. To it are attributable directly or indirectly, the manifold blessings of modern civilization. No function of the mind is more easily exercised, and none more completely enthralling and uplifting a worthy ambition. To invent is to bring thought into material form—to create a tangible functional thing, or element or structural component adapted to effect a good and beneficial result. No work can be more exalted, for he whose invention aids in lightening the world's great burden of physical labor, and furthermore does prevent the loss of life and limb resulting from accidents of all kinds, is a benefactor to his kind for all time. It is more than love of money that drives the engine of thought and for weeks, months and years, made up of the spent in retirement from the seething world and nights of wakeful activity, for men who thus labor have the iron spirit for an achievement worthy beyond price—a striving for revelation through their own God-given genius, of the myriad mysteries of the physical world which for remotest ages have been locked from the discernment of countless generations of their fellows. Only the inventor can know the delights of those processes of thought which, impelled by impulse, build element upon element, to the central idea of a new mechanical creation until symmetry of form and unity of action are attained, exciting the wonder and admiration of the world and commanding its wealth.

The cover of even the simplest patentable device very often realizes more money profit than who create a great machine and his wealth may come with astounding suddenness. Invention is an occupation in one sense. It is mental work, decidedly so, in the sense that it absorbs the attention. At the same time he who has exerted this powerful faculty will tell you that the hours thus devoted give him as great an enjoyment as he could possibly have were the time spent in the common forms of popular pleasure. Then, too, the inventor feels the satisfaction incidental to useful occupation. There is a routine about any other pursuit either mental or manual, which renders it irksome. There is no routine to invention. The mind once aroused to the impulse of studying out an invention, whether simple or complicated, is intensely fixed on that objective and may be said to interest, divert or entertain itself. This an age dominated by the reign of the inventor and mechanic, have the "hoisted" "profession" lost their traditional prestige. Great lawyers, great editors, great physicians are each, directly or indirectly, instruments of purpose in the hands of promoters of industrial organization. The prizes represented by quick acquisitions of phenomenal wealth are going to men in those walks of life once termed "the humbler" by the soulless, "the inherited" elite.

The railroad president of today is the brakeman of yesterday; the president of a gigantic corporation to-day is the "puffer" of yesterday; the head of a great mercantile house today was an errand boy yesterday. The man at the top to-day did things with both head and hands on the way up. The brightest men of the country are realizing that the industrial arts offer superior chances for success, and "young blood" will seek the machine shop and the farm rather than the congested "profession." It is a striking fact that those occupations offering the best opportunities for invention are those in which are made the greatest meritorious individual achievements.

There is no field of legitimate effort offering better chances for financial gain than that upon to the practical the commercial-invention, and for proof of this it is but necessary for anyone of average intelligence to reflect that the very foundation of the wealth and power of any people is due to the development and improvement of those agencies affecting the promotion of industrial institutions. Indeed, the very foundation and basis of civilization, our enterprises of whatever nature are created and maintained directly or indirectly through the ingenuity and industry

of inventors encouraged and protected by a government patent system. There is one specific class of invention which should receive more attention and encouragement from the government and the public in general, as is manifested in this particular class of invention today, the number of persons killed in train accidents in the United States during the months of October, November and December, 1906, as shown in reports made by the railroad companies to the Interstate Commerce Commission, under the accident law of March 3, 1907, was 174, and injured 4,940. Accidents of other kinds, including those sustained by employees while at work and by passengers in getting on or off cars, etc., bring the total number of casualties up to 20,944, (11,747 killed and 19,244 injured.)

At the above rate the total number of people killed on the railroads in twelve months would be 5,720 and the total number injured 78,056, or a total of 83,776 casualties in a single year. The number of deaths on our railroads appalling in number though they represent after all but a fraction of the total number of casualties occurring every year in the prosecution of the so-called arts of peace.

The mine, the quarry, the smelting furnace, the mill, the machine shop, all present an annual death and casualty roll which, according to the most eminent authority on the subject, Dr. Josiah Strong, is placed at the stupendous figure of 50,000.

Now, on the basis of over half a million industrial accidents in the United States in a single year, it may be stated that one person out of every 150 is sacrificed in a greater or less degree, ranging from a slight injury to death. It is the task of carrying on our great industrial works. And the pity and shame of it all is that a large portion of this pain and death is easily preventable. Two things are necessary: first the public must be awakened to the realization of the danger which such a condition of things upon the nation, and to a realization of the vast amount of personal loss and suffering which these figures represent, and secondly they must be taught that by the enactment of proper ordinances governing the safety of life and limb, and the provision of proper devices of a mechanical kind, it would be possible, in a very few years to reduce the casualty list by probably not less than fifty per cent. It is certain that until we have learned "how much a man is better than a sheep," and have acquired a regard for the sanctity and dignity of life, we are not likely to make headway in the realization of means for the prevention of accidents.

It is not contended that inventors, considered as a class, are imbued with motives of a purely philanthropic character, because the contrary is true. The purpose of the writer is to demonstrate that the incentive of true and great genius is superior to any and every more pleasurable than the quest for financial gain. The aspiration to acquire wealth, and the position and prestige it insures, is the dominant element in human nature and accounts for the fact that the great majority of inventors aspire to have their inventions meet with just recognition in the industrial world.

Louis E. Thomas, Inventor.  
Strathcona, June 15th, 1907.

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|----------------------------------|------------|-----|-------------------|
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| 5 " capes                        |            | "   | \$3.00 now \$2.00 |

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WANTED—BY first July, to rent furnished house in city for one or two months. Apply D. McNeill, Strathcona House.

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LOST—\$10 REWARD—From Sec. 26, Tp. 51, R. 22, down miles from Strathcona on the Hay Lake trail, on Saturday last, light brown mare, four years old, weight about 950 pounds. Heavy in foal. Has white star on forehead and brand 04 on right hip. Fred Kadatz, Strathcona, P. O.

FOUND—Hay gelding, one white hind fetlock. Apply Chronicle Office.

LOST—At the funeral on Tuesday a gold watch with name on inside back cover. Reward on return to W. R. George at the Rectory, or the Chronicle Company.

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TENDERS

The date for sending in tenders for the erection of the Strathcona City Hospital has been extended to 5 p. m. Monday, June 24th.

Plans and specifications may be Strathcona, or at the architects, seen at the City Engineer's office, Macon, Hopkins & James, Credit French Building, Edmonton.

FOR SALE—Buggy for sale, with horse in good condition. Apply Chronicle Office.

TO RENT—Two rooms to rent, either furnished or unfurnished. Also stable. Apply Chronicle Office. 34-36 up.

Acacia Lodge No. 11, A.P.F. & A.M. G.R.A. meets first Monday in every month in Ross Hall. Visiting Brethren cordially welcome. J. H. Tranter, W.M. Dr. A. G. Murray, Secretary.

CARPENTERS' UNION NO. 1109 The United Brotherhood of Carpenters & Joiners of America, local union No. 1109, Strathcona, meets Wednesday of each week at 8 p. m. in the Oddfellows' Hall, over Douglas Bros.' store at Sp. m. All members and visiting brethren invited to attend. JAS. H. MINER, Secretary.

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N. D. MILLS, Barrister, Solicitor, Advertiser, Notary, Money to Loan on Mortgage of Farm Land, 100-102 Broadway, Strathcona, Canada.

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## CAMPAIGNING AGAINST CRAFT.

(Mail and Empire)

The people of the Far East are giving much attention to the question of graft, and the pulp is speaking in no uncertain tones against the evil. On the Sunday before last Rev. Dr. Hutchins, of Truro, N. S. preached a strong sermon on the subject, and insisted that the national life is to be productive of good must be pure. This reverend gentleman pointed to the terrible growth of the grafting habit, and declared that the people must take hold of the sin and root it out, otherwise our fate will be that of other nations that have fallen because of the wickedness of their rulers. Moreover, he or among public men must be required.

"The people," observed Dr. Hutchins, "should insist that all men who come into office as their representatives should be men of acknowledged moral character. That is coming to be recognized, and I am glad it is. Something happened within a year that has made some men think, and some men who had years ago political ambitions and prospects are politically no more, because the people have risen and said, 'You cannot represent us, your moral life is contaminated.' The people should see that every man who aspires to public position comes to realize that one asset needed by him is character. Now I want to go further. I think that the common people should insist that all men who are elevated to positions of prominence should have a clean record. Is that too much to ask? Think of a man exalted to one of the highest positions in our country, whom you would want to touch with a ten-foot pole. Yet that thing has been done and we ought to insist that that thing should be done no more. The statement was made of a certain man who aspired to a political office that he withdrew because he was disgusted with his party. That statement may be true or false but I say that underlies that action should be a fact, and your solemn duty as a citizen, as those who have influence with governments and with members in salaried positions, is to use your influence to see that no man is elevated to a seat of prominence unless his past may be told to the public. Yet we have men today decorated with honors, and who must be given titles if we do not, whose past would not bear looking into. So I say we must have the presence of God in our national life, and there is a sense by which God may be brought into national life by our own choice and we can do it."

This is strong language, but it is none too strong. The country is in face to face with a serious situation. The time was when the mere suggestion of political impropriety made it impossible for the politician to continue in office. The time was when a small offence involving a relatively significant sum put the officer out of business as a public man. But, nowadays, the improper act is tolerated, and even justified. The graft has acquired an influence that is a curse and a danger to the country. This thing must certainly come to an end, and it is a blessing that the pulp has joined in the work of crushing it out.

## Inland Ports.

(Colliers) The development of waterways is now considered the best solution of the continent's transportation difficulties. Even the strenuous opposition to these benefits to trade on the part of railroads is disappearing. Canada, like the United States, is too vast a country to be dependent on any one system of moving its bulk production. The immediate advantage and future benefit accruing to the central and western provinces of Canada from the opening of the great internal waterway to the sea sea shipping can not be subordinated to the interests of the land transportation companies. The fullest development of the Dominion's trade demands that Toronto be made as accessible to the sea as is Manchester, England, and Montreal's best interests imply a deep-water channel to the inland seas. The opening of the upper St. Lawrence and of the canal connecting the navigable channel with Lake Ontario is imperatively needed to bring the harbors on the lower lakes into direct communication with transatlantic ports. Ontario and its distributing channels can not be forever sidetracked—a province left dependent on a long land transportation line for its export. Experts can find a place of shipment and its imports a point of distribution. This necessarily restricts trade and all forms of industry, and the heavy expense of a long land carriage handicaps Ontario producers in English as well as Continental markets. And in no less degree does it impose an unnecessary taxation on the grain growers of the western prairie provinces. Sagacious captains of commerce will welcome every prospect for a deeper channel that will really marry the Great Lakes and the Atlantic.

WANTED—To purchase a good, young, sound, heavy work team on the monthly installment plan. Apply Chronicle office. 34-37 pt

## STRATHCONA. REAL ESTATE AGENTS WIN CASE AGAINST EDMONTON BARRISTERS

A case of more than ordinary interest, was tried in the Edmonton Supreme Court, before Judge Scott yesterday, the court on the occasion being crowded.

Mr. Allan T. Mode of Rutherford, and Messrs. J. D. Hyndman (of Messrs. Hyndman & Dawson) represented the defendants. It appeared that in December last the defendants—Messrs. D. H. MacKinnon, E. B. Cogswell and W. A. MacKinnon, real estate agents. The property listed included house and lots 1 and 2, Block 130, against which there was a mortgage of \$500. The plaintiffs were successful in finding a purchaser in the course of a few days who wished to purchase the lot for the property, and to pay off the mortgage at once. Terms and details as to possession of house were called to Mr. MacKinnon (then at Ottawa) who acquired with Mr. Cogswell's proposals, and deposit of \$100 was paid accordingly. Mrs. B. Bowler, the purchaser, was called and stated that she had had 2 interviews with Mr. Cogswell about 6 weeks after, regarding the delay in conveying the property to her and during the second interview, he stated that no reply had been received from the company who had granted the loan and that the best course for her to pursue was to try and get back the deposit from the agents and they would then see what could be done. Subsequently the related reply from the loan company was received stating that the mortgage could not be paid off until the date of maturity (June, 1908). Mr. Cogswell telephoned to the agents to that effect, declared his withdrawal as the mortgage was to be paid, if possible.

The judge decided that the plaintiffs had failed to prove that they gave their judgment in their favor, for the full commission and costs.

## NOTICE

Notice is hereby given that the Municipality of the City of Strathcona intends to undertake the construction of a six foot plank walk from S. E. Corner Block 71, along the west side of Cameron Street to the North East corner of Block 124 and thence along the west side of the travelled road across Block 12 and Block E. and River Lot 19, known as the Bridge road, to the south end of the present bridge over the North Saskatchewan River, as a local improvement on the special franchise assessment system. Dated the 18th Day of June, 1907. H. G. Clarke, Sec'y Treas.

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FOR SALE—Fresh milk cow. Apply to Miss Hunter, Whyte Ave.

German Home Restaurant Good homelike meals served at all hours.

Twenty-One Meal Tickets for \$4.00

The best workingman's meal in the city

Anderson Ave. Between Ross-MacDonald's

John Pankonin, Prop.

W. J. FRASER Dealer in

MEN'S BOOTS & SHOES

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Complete Stock of Office and Cash always on Hand. General Cleaning and Undertaking GoodHouses in Attendance.

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